

THE ILLUSTRATED LONDON NEWS

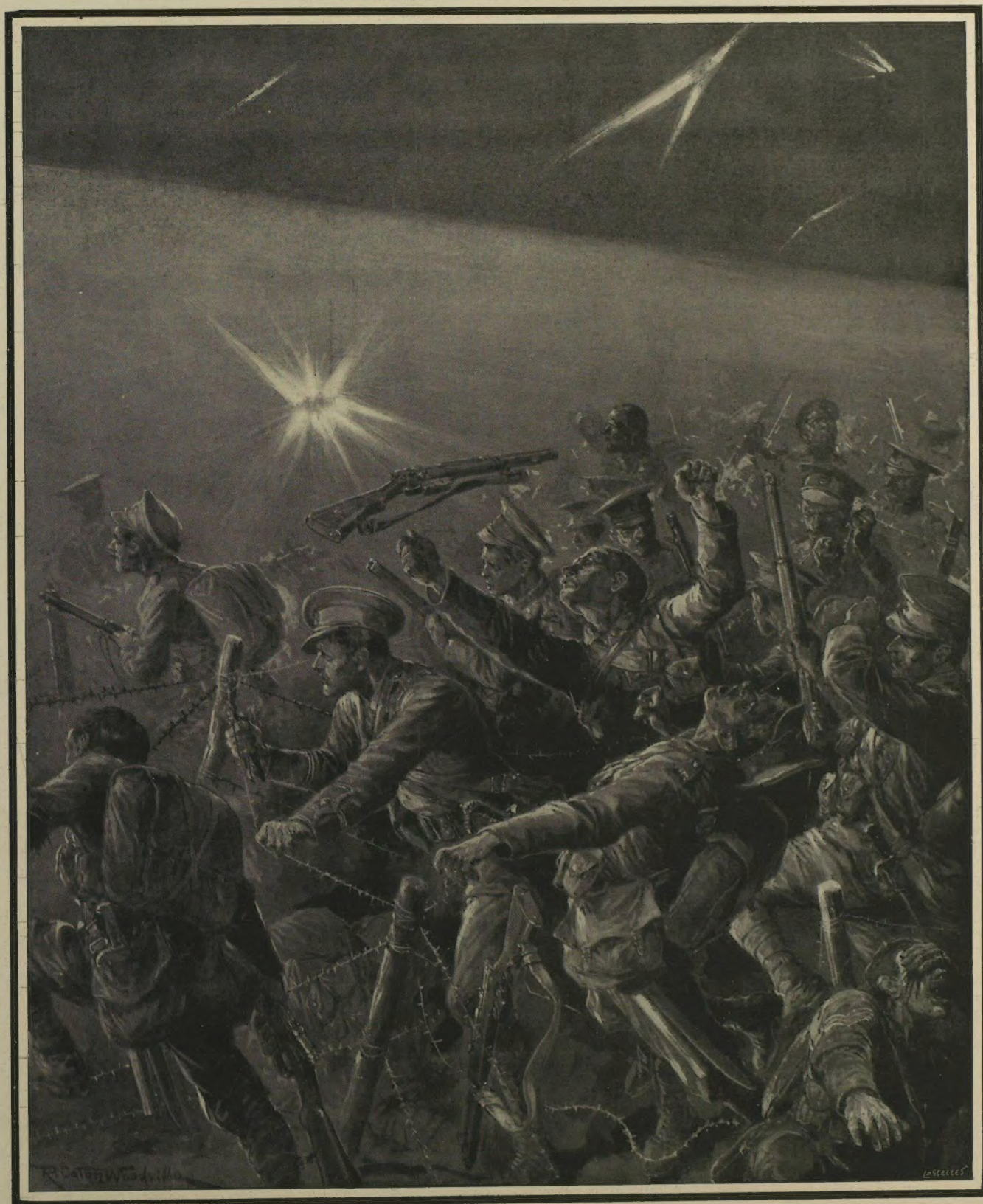
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No. 3937.—VOL. CXLV.

SATURDAY, OCTOBER 3, 1914

With Panorama Supplement: The Battle of the Aisne. } SIXPENCE.

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CAUGHT IN WIRE ENTANGLEMENTS AND REVEALED BY THE ENEMY'S SEARCHLIGHT: BRITISH INFANTRY FORCING THEIR WAY THROUGH A GERMAN DEFENCE.

Such incidents as this have been numerous during the great siege-battle of the Aisne. An official narrative from an officer on Sir John French's Staff says: "In many places there are wire entanglements and lengths of rabbit-fencing, both in the woods and in the open, carefully aligned so that they can be swept by rifle fire and machine-guns

which are invisible from our side of the valley." The entanglements are also, "as a rule, under cross-fire from field artillery placed on neighbouring features and under high-angle fire from pieces placed well back behind woods on top of the plateau."—[Drawing Copyrighted in the United States and Canada.]

DRAWN BY R. CATON WOODVILLE.

OUR SUPPLEMENT.

WE give with this Number a very remarkable four-page Supplement—a complete panorama of a most important part of the German position at the great siege-battle of the Aisne—the biggest battle of all time. It represents the position on the twelfth day of the battle, when the Germans were driven back to the base of the hills. This enormous conflict, the most protracted in the history of warfare, and perhaps the most stubbornly contested, may prove the turning-point of the great war. Also in the Supplement are a drawing, by Frédéric de Haenen, of a body of Cossacks, the most dreaded of Russia's Irregular Cavalry; whose name is a synonym for dash and daring all the world over, although their reputation for cruelty is unjustified, as their lives, in time of peace, are inoffensive and industrious. Our artist shows them crossing a stream, standing in the stirrups, the leathers of which have been crossed over their saddles. Another drawing, by Mr. Norman Wilkinson, from a sketch supplied by a survivor, shows the sinking of the three British cruisers—the *Aboukir*, the *Hogue*, and the *Cressy*, a disaster which was accentuated by "natural promptings of humanity."

THE PLAYHOUSES.

"YOUNG WISDOM." AT THE PLAYHOUSE.

THAT is an audacious idea which is at the back of Miss Rachel Crothers's bright little comedy, "Young Wisdom"—it plays with no less portentous a subject than the free union, or at any rate experimental marriage, unsanctioned by church or law. Upon a duly engaged young pair, ready for the altar, there bursts, in the person of the future bride's sister, an advocate of sex-freedom who protests that a husband should submit to trial, and so influences the till then complacent heroine that she insists on her stolid fiancé eloping with her before any marriage service takes place. The naughty propagandist is compelled by a man-friend to follow in her sister's tracks, and there is the usual pother about trunks and sleeping accommodation before Gail discovers she has made a mistake and wants to pair off with another man, and the priggish Victoria is converted to orthodox views of marriage. Miss Margery Maude is bewitchingly ingenuous as Gail; Miss Madge Titheradge makes Victoria rather too serious a prig. Mr. John Deverell as Gail's meek victim is delightfully and unaffectedly humorous.

AT THE BOOKSELLERS'.

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BY G. K. CHESTERTON.

I HOPE that a generous response will still be made to Dr. Sarolea's eloquent and renewed appeal for the Belgian Relief Fund. Dr. Sarolea has a double right to speak of the crime and tragedy in Flanders, for he has not only seen it happening, but foreseen it before it happened. In his book on "The Anglo-German Problem," he contemplated, along with many other things that have since come true, the recent violation of Belgium, though I do not suppose he contemplated its being anything so infernal as what his eyes have seen in Antwerp and along the Belgian roads. But, apart from all personal claims, there is a particular urgency and importance in the cause he pleads; and I for one should say, with a full sense of responsibility to the many just claims on us all, that if any charity has to suffer it ought not to be this one.

There are certain quite unique and arresting features about the case of Belgium. To begin with, it cannot be too much considered what a daring stroke of statesmanship—far-sighted, perhaps, but of frightful courage—the King of the Belgians ventured in resisting at all. Of that statesmanship we had the whole advantage, and Belgium the whole disadvantage; she saved France, she saved England—herself she could not save. This is not the case of a little people in Asia or Africa who have no other course but to fight or be exterminated or sold into slavery. The Belgians had another course: they could have looked the other way while the Prussians crossed their country, so to speak, with their boots off. It is quite clear that even the Prussians, at the very beginning, wished to make it easy for them: the first messages from the German diplomatists spoke of respect for independence and sovereignty; the first soldiers from Aix and the Rhineland spoke to the natives of a mere piece of assistance among neighbours. It is true that Germany did not keep it up long. But that is the psychology; and an exceedingly interesting psychology it is. I do not know what the word "Junker" precisely means—something like "puppy," I imagine—but evidently what the North Prussians call an aristocrat is some sort of allotrophic form of what we call a cad. Now the most sacred stamp and seal of the cad is this—that he cannot be courteous, even when he really wants to be. Even when it is his interest to smile, he only manages to sneer. A man may smile and smile and be a villain, because villains are often gentlemen—indeed, generally gentlemen. But if he be a cad as well, he does not smile and smile: he smiles—and stiffens. He is "struck so," as the nurses say. He is the kind of man who manages to get himself disinherited by the very death-bed of his own millionaire mother, for nothing one can define, except that the very shape of his face is irreligious, and that "Amen" sticks in his throat as in Macbeth's. He is of the sort that are kicked out of houses for their heartiness. There are people, certainly, whose conciliation is as rude as their aggression; and they exist in public as well as private affairs.

In this sense it is true that the attempts of the Prussian to be polite have something about them monstrous and amusing, like a bear on its hind-legs. He cannot keep it up—sometimes not even to the end of a sentence. It is particularly entertaining in his appeals to neutral powers. His utterances always end so very differently from the way in which they began. He says, in effect, to a country like Holland, "We salute your delightful dykes. Our culture contemplates your pleasing canals. Your army is under the protection of our never-to-be-born word—and lucky for it, for one Pomeranian Grenadier could kick all your waddling regiments into the Zuyder Zee." Having put the Dutchman at his ease, the Prussian turns, let us say, to the Switzer and says, "Schiller has written of William Tell. Hoch the William Tell! How fortunate for that hero that he did not have to face the Krupp howitzer with his little bow and arrow! As you are a neutral power, it will be

unnecessary to exhibit our engines for blowing up the Rigi and removing the Lake of Geneva to the Palmen Garten at Frankfort." Leaving the Switzer in raptures, he will turn to the philosophic Dane and say, "My own old, Lumble, and grateful friend! I will protect you. I protected a bit of you just before 1870; and I'll protect a lot more unless you jolly well do as I tell you. Just look at this gun!" Without waiting for the delighted thanks of Denmark, he will turn to the United States and offer not to lay waste the whole of that country; or to Italy, and explain when and why he will not hang the Pope. Then, when he finds he is not so popular as he thought, his heart will bleed, and he will say the sword is forced into his hand, and that he "has not a friend in the wide world." Which is probably the case.

It is true, then, that the Prussian style is apt to be awkward, even when the Prussian policy is pacific. I know nothing more characteristic than a phrase which occurred in an excellent German article, an article urging the Germans to abstain from their outrages on ecclesiastical art. It said especially that a certain mediæval building should be specially sacred because studies were made in it by some German whose name I cannot spell. I know nothing against or about the gentleman, but I think that by the time I had brought myself to act in entire contempt of the House of God and the history of Joan of Arc, the memory of the German gentleman would sit lightly on me. There is this awkwardness in their most well-meaning efforts. They seem incapable even of apologising without bragging. But though conciliatory attitudes are a great strain on them and are never kept up for long, that should not make us forget what it is due to Belgium to remember—that the first attitude towards Belgium was, in form, conciliatory, and was kept up just long enough to have allowed Belgium to avoid her heroic trial had she chosen. Fountains of German flattery were doubtless ready to flow for her if she had chosen to facilitate the German plan—however passively and negatively. In a sense she could still have saved her face; but she preferred to save Europe. This, it seems to me, gives her a claim on something beyond pity or even gratitude—a claim on our intellectual honour beyond anything that even suffering could extort. She had faith in our policy almost before we had one. "We answered for our truth and virtue before we answered ourselves. For one awful hour she found herself alone in Europe; and yet she answered for Europe. And she answered right. In that enormous circle of silence the first shot from Liège was the answer of Christendom. That little country, with its pattern of bright fields as tidy as a chess-board, with its medley of mediæval cities as carved and quaint as the chess-men, found somewhere in itself, and by itself, the voice that is the voice of two thousand years—

Through me no friend shall meet his doom;

Here, while I live, no foe finds room.

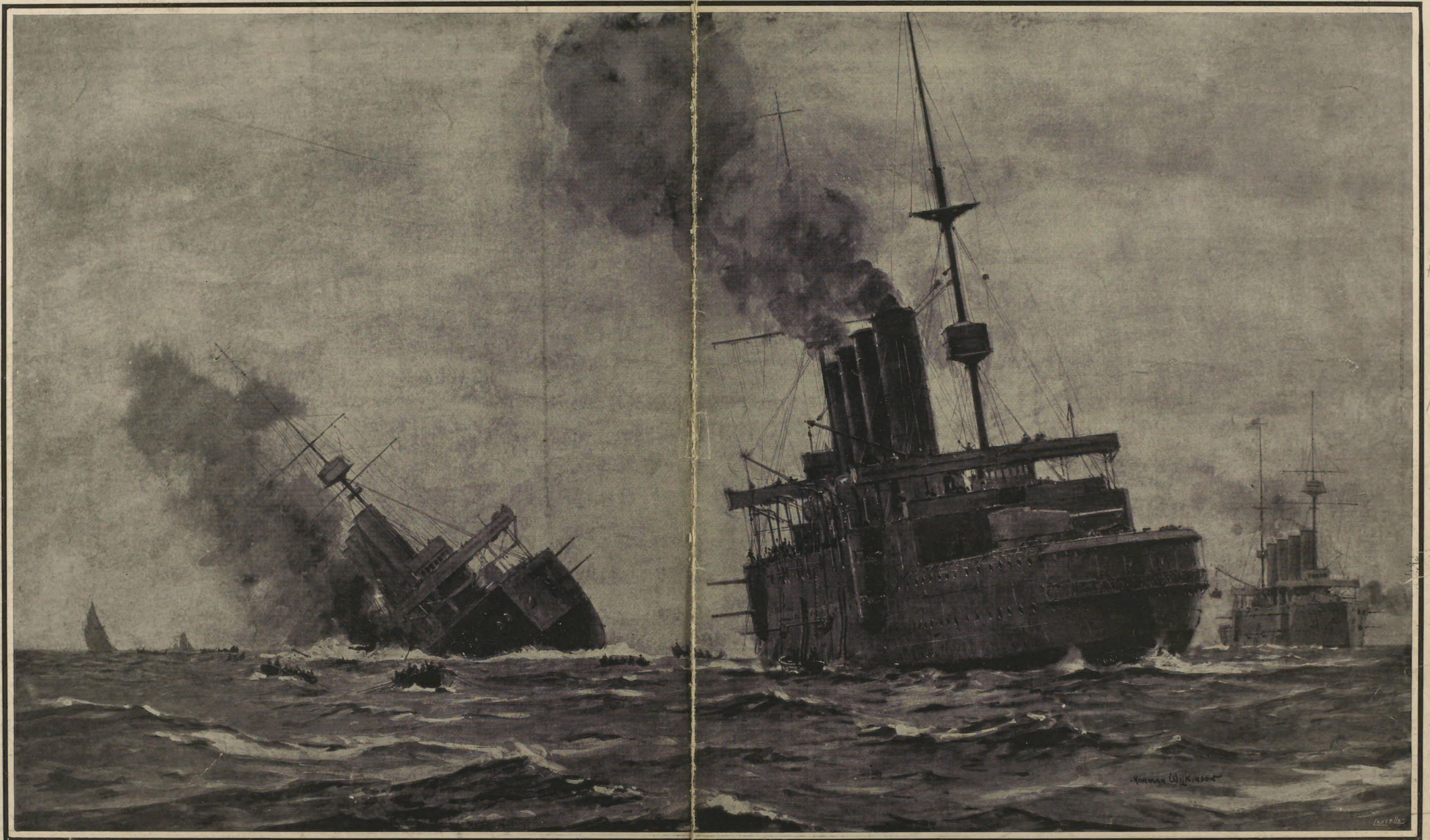
It may well be that in the future men may feel little Belgium as a kind of working model of Europe—as Europe is the working model of the world.

This Europe of Europe, this real casket of culture, this essence of Roman Empire, this small nation of which the very cities have been nations, this kingdom within kingdom and republic within republic of accumulated politics and history, has been suddenly turned into a desert—a desert where dwell demons. Of some who have done this work it is seriously not too much to say that they are possessed of devils. They have worked miracles of sacrilege and murder. They have set wandering in the wilderness the whole populations of cities so prosperous and countryside so settled that the fiend's miracle would have been less if he had set forests and cornfields walking. No mountain tribe was ever torn up by the Turks and sent adrift to die as this storied and civilised State has been wantonly torn up by its near neighbours. The sufferings of such a race in such a ruin cannot be pictured in terms of any Christian hell: they can be traced in the infernal arabesques of Chinese and Tartar history. There is not a single pang in it that is not too high a price to pay to the Prussians. There is not a pang that Belgium is not paying for our sake; and by her stripes we are healed.

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THE SINKING OF THREE BRITISH CRUISERS: A DISASTER ACCENTUATED BY "NATURAL PROMPTINGS OF HUMANITY."

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY A SURVIVOR.



"AN ORDINARY HAZARD OF PATROLLING DUTY" ACCOMPANIED BY THE LOSS OF TWO SISTER-SHIPS OF THE FIRST VICTIM: THE "ABOUKIR," THE "HOGUE," AND THE "CRESSY," SUNK BY TORPEDOES FROM GERMAN SUBMARINES.

In his report in connection with the sinking of H.M.S. "Cressy," in company with H.M.S. "Aboukir" and "Hogue," on the morning of September 22, Commander Bertram W. L. Nicholson, R.N., late of the "Cressy," said: "As soon as it was seen that 'Aboukir' was in danger of sinking, all boats were sent away from 'Cressy,' and picket-boat was hoisted out without steam up; when cutters full of 'Aboukir's' men were returning to 'Cressy,' 'Hogue' was struck, apparently under aft 9.2-inch magazine, as a very heavy explosion took place immediately after the first explosion. Almost directly after 'Hogue' was hit, we observed a periscope on our port bow about 300 yards off. Fire was immediately opened and engine put full speed ahead with intention of running her down. . . . Captain Johnson then manoeuvred the ship so as to render assistance to crews of 'Hogue' and 'Aboukir.' About five minutes later another periscope was seen on our starboard quarter. Fire was opened, the track of the torpedo she fired at a range of 500 to 600 yards was plainly visible, and it struck us, starboard

side, just before the after bridge." As all our readers know, the "Aboukir," the "Cressy," and the "Hogue" sank. As a sequel, the Admiralty issued a notice which, while recognising the humanity which made the "Hogue" and the "Cressy" stand by, said: "It has been necessary to point out for the future guidance of his Majesty's ships that the conditions which prevail when one vessel of a squadron is injured in a mine-field or is exposed to submarine attack are analogous to those which occur in an action, and that the rule of leaving disabled ships to their own resources is applicable, so far at any rate as large vessels are concerned. No act of humanity, whether to friend or foe, should lead to a neglect of the proper precautions and dispositions of war, and no measures can be taken to save life which prejudice the military situation." In our drawing, the "Aboukir" is seen on the left, the "Hogue" in the centre, and the "Cressy" on the right.—[Drawing Copyrighted in the United States and Canada.]

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The Greatest Battle of All Time: A Panorama by our Special Artist at the Front, Frederic Villiers.



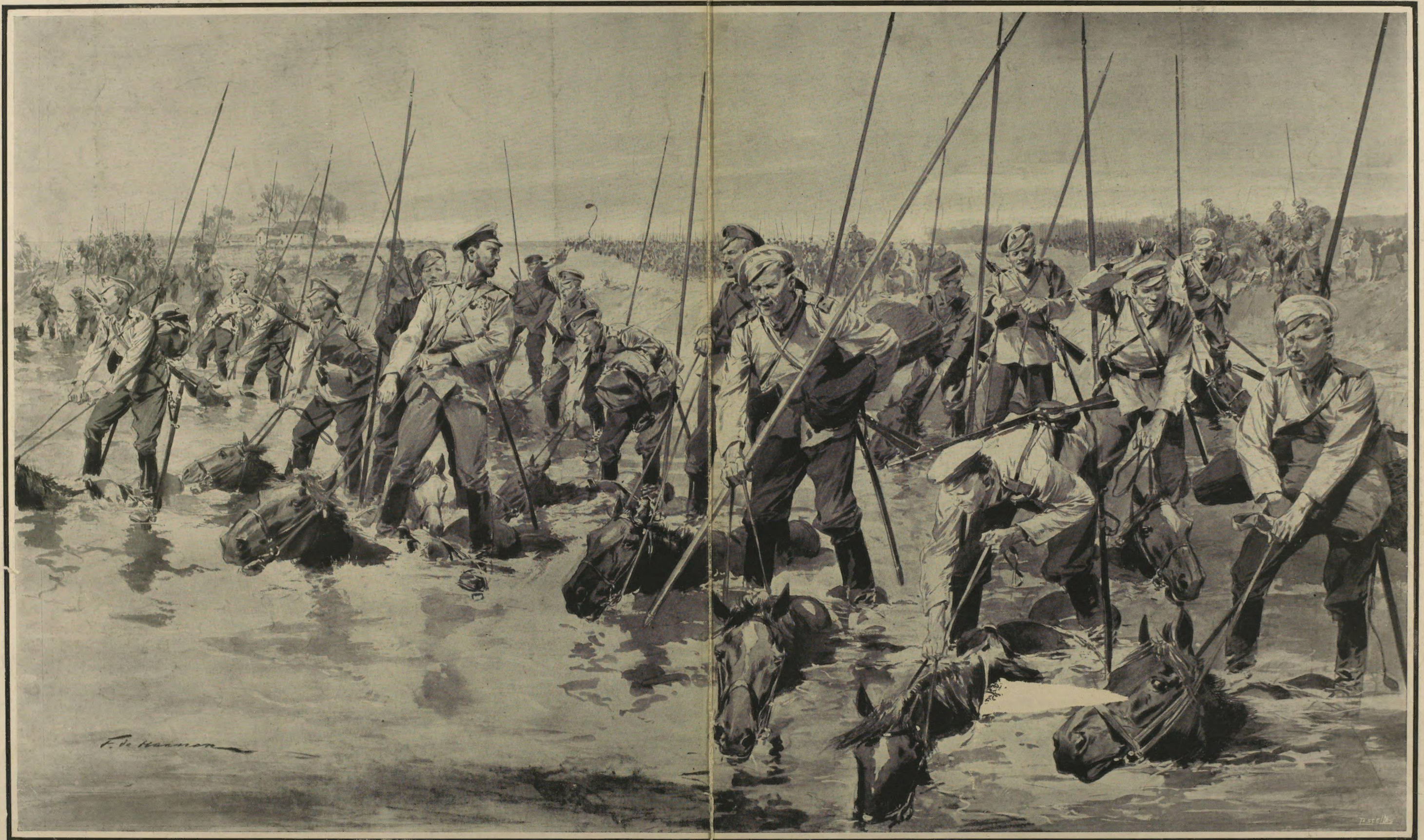
THE SIEGE-BATTLE OF THE AISNE: AN IMPORTANT SECTION OF THE VAST AREA OF CONFLICT, SHOWING THE COUNTRY TO THE SOUTH AND EAST OF RHEIMS AND THE POSITIONS OF THE OPPOSING FORCES ON THURSDAY, SEPTEMBER 24, THE TWELFTH DAY OF THE STRUGGLE.

The country east of Rheims has been the scene of some of the fiercest fighting in the great Battle of the Aisne, which began with the crossing of that river by the Allied forces on Sunday, September 13. It was stated on the 28th that the enemy's attacks in this particular part of the vast battlefield had been renewed with great violence but without success and that two battalions of the Prussian Guard had been destroyed. On the night of the 25th the grand assault on the Allied lines was continued far into the night, and its energy did not abate until early the next morning. The fierce onslaughts of the Germans were met and repulsed by the British and French troops with unshaken resolution. The Germans suffered heavy losses, and their attacks failed along the whole line. Our drawing illustrates the position of the opposing forces on the previous day, September 24. The news as to the military situation at that time was to the effect that the battle had become more

like a siege than a general action, both sides being strongly entrenched. The German entrenchments were very extensive and elaborate. Behind their advanced trenches for outposts were the main line of entrenchments; behind that again, pits dug in the ground for kitchens, or sleeping places for reserves; and still further back, emplacements for big siege-guns. All these various lines of trenches were connected by trenched passage-ways. It will be remembered that from the fort at Nogent l'Abbesse, shown near the middle of this drawing, were fired the German shells that did such irreparable damage to the cathedral at Rheims. The village of Sillery, which is shown further to the right, is famous for its excellent champagne. It lies about seven miles south-east of Rheims. Sillery is on the river Vesle. The Aisne itself passes some twelve miles north of Rheims.—[Drawing Copyright in the United States and Canada.]

VICTORS IN THE EASTERN THEATRE: RUSSIA'S MOST FAMOUS AND DREADED IRREGULAR CAVALRY.

DRAWN BY FRÉDÉRIC DE HAENEN.



STANDING IN STIRRUPS WHOSE LEATHERS HAVE BEEN CROSSED OVER THE SADDLE: COSSACKS SWIMMING THEIR HORSES ACROSS A RIVER.

The Cossacks have already exercised an immense influence on the enemy all over the eastern theatre of war by the audacity of the feats of arms they have performed on the battlefield. Alike in East Prussia and in Galicia they appear, from all accounts, to have established over the German and the Austrian cavalry which have been in conflict with them very much the same "personal ascendancy" that Sir John French has told us has been established by our British cavalry over the Germans in Northern France. The Cossacks, while forming an integral part of the Russian Army, serve under special regulations, as a species of Territorial Mounted Militia. They are a nationality by themselves, and occupy the south-western portion of the Empire, holding their lands by military tenure, with liability to duty for life. Service begins at nineteen, and lasts for twenty years, in three periods. In the first the men undergo training for three years

in their home settlements: then each man serves for twelve years at the headquarters of his regiment, a self-contained Cossack organisation. The next four years they pass in the Second Category, as it is called, living on furlough at home, but each man keeping his horse and equipment with him ready for service, and being called out for training once a year. Then come four years in the Third Category, when a Cossack has only to keep his arms and equipment by him, coming up for training for three weeks once during the four years. Finally, the Cossack passes five years in the Reserve Category, only called on for war service. He is free after that unless the Emperor orders a levée en-masse for the Empire. The "sotnia," or squadron, is the special unit of Cossack organisation—they number upwards of 900 in all, some grouped in regiments, others organised independently.—[Drawing Copyrighted in the United States and Canada.]



THE GREAT WAR.

By CHARLES LOWE.



ON Sunday, Oct. 4, it will just be two calendar months since the Germans, in flagrant violation of all treaty rights, entered Belgian territory and laid siege to Liège for the purpose of securing the passage of the Meuse which should enable their invading armies, thus finding a way round, to march on Brussels and then on Paris, almost before you could say "Jack Robinson." Their object was to annihilate the French forces intervening between them and the "City of Light"—dispose of all resistance in a fortnight, in fact—and then turn and rend the Russians, just as Frederick the Great, after crumpling up the French at Rosbach, made a lightning march to Silesia and smote the Austrians hip and thigh at Leuthen.

But *Quod licet Jovi, non licet bovi*—i.e., "Jupiter can do many things that are denied to humbler folk"—and William II. has already proved himself to be a very different man and soldier from his illustrious predecessor Frederick II., not to speak of Moltke, who drew up the plan of campaign in 1870. Then, within about six weeks of the opening of hostilities the Germans had invested Paris; but it has now taken them two good months to entrench themselves within more than sixty miles of the capital, with every appearance of their having to go further back—to the Meuse at least, and perhaps even to the Rhine.

It is not known who was the author of the present German plan of campaign. Most probably the Emperor had the audacity to devise it himself, since if he did not shrink—as he once told us in a famous interview which got him into very hot water with his Anglophobe subjects—from exorbitant maxims for the guidance of Lord Roberts in South Africa, he is not likely to have resisted the temptation to be his own Moltke in the present world-war. Anyhow, whoever the author of the German plan of campaign, it is now quite clear that he must have made several blunders of the most fatal kind.

The first of these miscalculations was that the Austrian Army had a military value which the Russians have now conclusively proved that it does not possess. The second falls under two heads—first that England would not intervene in a war with France; and secondly, that, even if she did, her "contemptible little army" would be worse than useless, and be swept away like chaff. On the other hand, the French Army by itself would as little resist the onrush of the German legions as it did in 1870; and last of all—and this was the chief card up the Kaiser's military sleeve—the new tremendous Krupp guns would prove a make-weight in the scales of victory which would more than offset any advantages possessed by the new and reformed French Army.

If it be true, as reported from Bordeaux—where they necessarily must know a thing or two—that the Kaiser recently tumbled into a trench in the Nancy quarter, this would have been a fine example of a man (or monarch) falling into a pit which he had dug for others. Anyhow, it has been a question of pitfalls of one kind or another with him all through the campaign so far; and if—as is further stated from Petrograd—he has now gone to superintend

the annihilation of the Russian armies on the eastern frontier, leaving some deputy to complete the smashing up of the Allies in France, that will be the best news the Muscovites have had for many a day.

One never knows where to look on the map for the ubiquitous and elusive War Lord. Like a shuttle-

remote corner of his monarchy is its most sacred region. It was at Königsberg that Prussia's first King, Frederick I., placed the crown upon his head, on the day—Jan. 18, 1701—which was afterwards to be selected for the proclamation of the German Empire at Versailles; just as it was also there that the present Kaiser delivered most of his speeches on the doctrine of divine right. And Tilsit, on the Memel, not far off—is it not hallowed by memories of the sainted Queen Louise, his great-grandmother, and the insults that were offered her by Napoleon after the downfall of Prussia at Jena?

If the War Lord, as seems to be the case, has now come to realise the humbling truth that all he can do in the way of promoting the objects of the war is to show himself to his troops and enthrone them with his imperial presence and eloquence, there need be no fear for the result, since military enthusiasm is quite incompatible, in the long run, with empty stomachs, and there is a consensus of statement—both by prisoners themselves and by the letters and diaries taken from their persons—that the German armies in the field are deplorably ill-fed; whereas the commissariat of our own British soldiers is the admiration and envy of all who see it. No wonder that men who thus live like fighting-cocks can fight so well. But that is only one of the secrets of their success.

The Germans, on the other hand, appear to have the choice between death by bullets or by belly-ache. It is estimated that they have now a force of at least a million men in the field against the Allies between Belfort and St. Quentin; but what is the good of that if they cannot be fed? The more mouths, the more misery. They cannot all live on the country, and their commissariat is quite unequal to the strain of such an enormous demand upon its resources. The first thing prisoners always ask for is something to eat. The leading Socialist organ at Berlin was suspended for three days for the sin of publishing a soldier's letter about his starvation fare. In Germany the lamp of truth about the course of the war has been extinguished, or at least veiled, even as regards the army's losses, and one can only read its distorted and misleading bulletins in the light of burning Belgian cities.

But everything goes to show that German business of every kind is in a bad way. The tide of invasion has not only been arrested; it is already on the ebb. The clouds are gathering round the head of Germany in Europe; while overseas she has already forfeited most of her "places in the sun." Togoland, Samoa, Bismarck Archipelago, New Guinea, East Africa, South-West Africa, Cameroons—all gone or going.

Her few remaining cruisers and commerce-destroyers still at sea will soon all be in "Davy Jones's locker"; and the fiendish hatred that is now being felt and preached for England throughout the Fatherland is the highest compliment that could be paid us not only as the champions of treaty law and humanity and as the masters of the sea, but also as the military "mercenaries" who have queered the pitch of the Prussian Army as it has never been queered before—for a century at least.

LONDON, SEPTEMBER 29.

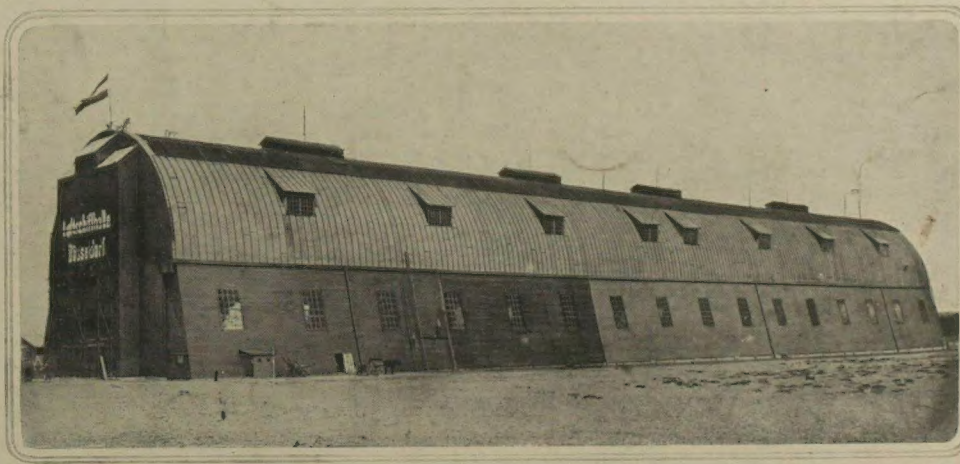


THE AIR-BOMBING OF THE DÜSSELDORF ZEPPELIN SHEDS:
FLIGHT-LIEUT. C. H. COLLETT.

Flight-Lieut. Collett, originally an officer of the Royal Marine Artillery, made his mark as an airman by his bold handling of a large German biplane purchased last year by the Admiralty. Early this year he made a record non-stop flight across country from Plymouth to Grimsby. At the R.N. Flying School, Eastchurch, this spring, he looped-the-loop on a biplane, the first naval officer to perform the feat.

Photograph by Birkett.

cock, he ranges all over the seat of war from Nancy to Nijni-Novgorod, leaving his sons in all kinds of predicaments—one, the Crown Prince, at the head (or tail) of a beaten army on the Meuse; another in a Berlin hospital with a broken leg; and a third in a Metz sanatorium with an over-strained heart. Like



THE BRITISH AIR-RAID INTO GERMANY: ONE OF THE ZEPPELIN SHEDS ATTACKED.

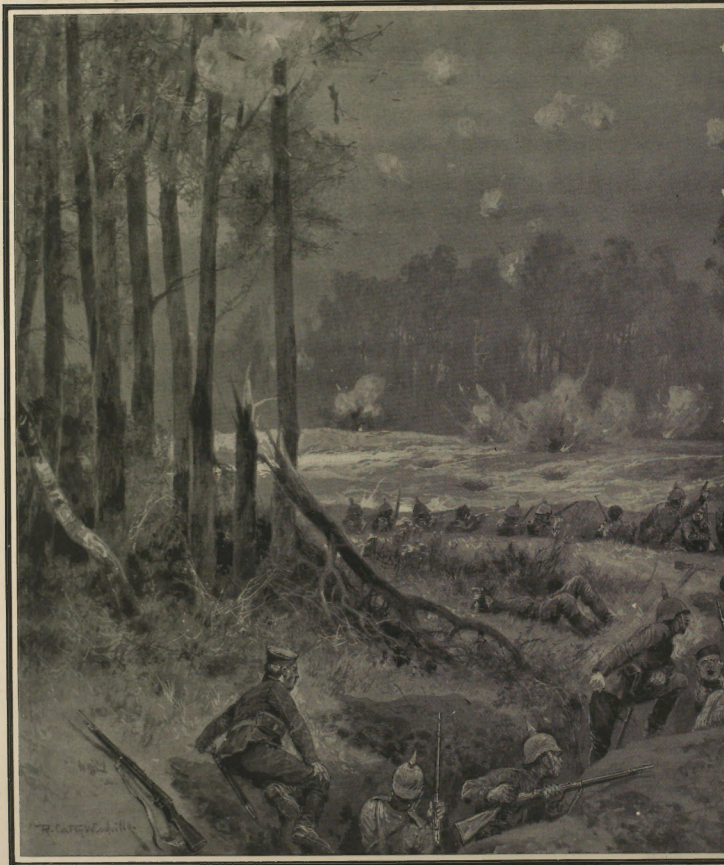
"Conditions were rendered very difficult," states the Admiralty official narrative of the raid on the Zeppelin sheds at Düsseldorf, "but Flight-Lieut. C. H. Collett dropped three bombs on the Zeppelin shed, approaching within 400 feet. The extent of the damage done is not known. Flight-Lieut. Collett's machine was struck by one projectile, but all the machines returned safely to the point of departure."—[Photograph by C.N.]

the ghost of Hamlet's father, "He's here, he's there, he's gone!"

Perhaps he may think that his mere presence in East Prussia, apart from any wielding of his Marshal's bâton, will work wonders with the troops and inspire them to tremendous efforts. In some respects this

"LIKE A SPRAY OF SHOOTING STARS": SHRAPNEL BURSTING

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY FREDERIC

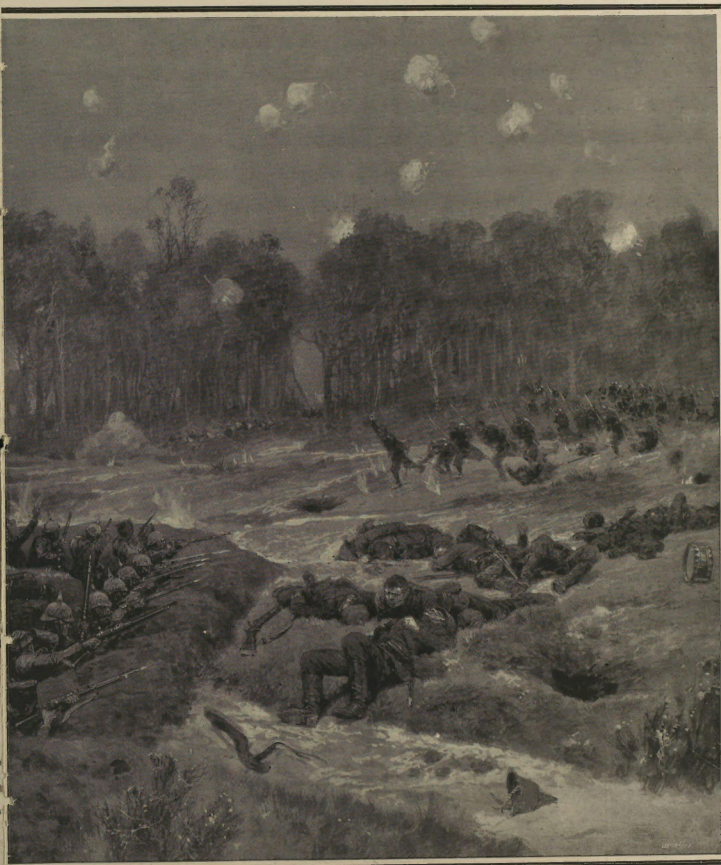


NEAR THE FORT FROM WHICH RHEIMS CATHEDRAL WAS SHELLED: A FRENCH ATTACK

It has been emphasized more than once in the official reports that the Battle of the Aisne early assumed the character of siege operations, owing chiefly to the strength and elaboration of the German entrenched position. Describing his sketch from which this drawing was made, Mr. Frederic Villiers writes: "This action I saw on the afternoon of Thursday, the 24th of September, the twelfth day of the great Battle of the Aisne. The Germans were down in the fringe of woods below Fort Nogent to the right of the village of Sillery. The

OVER FRENCH INFANTRY ATTACKING GERMAN TRENCHES.

VILLIERS, OUR SPECIAL WAR ARTIST, WHO WITNESSED THE ENGAGEMENT.



ON A GERMAN ENTRENCHED POSITION DURING THE SIEGE-BATTLE OF THE AISNE.

enemy had advanced to attack the French, and were driven back to their entrenchments, whence they were turned out by the French. The light was falling towards six o'clock, and the bursting of the shrapnel, which looked like a spray of shooting stars, was one of the most extraordinary sights I have ever seen." It may be recalled that it was from Fort Nogent, near Nogent l'Abbesse, that the Germans fired their shells upon the cathedral at Rheims.—(Drawing Copyrighted in the United States and Canada.)

DEAD ON THE FIELD OF HONOUR: NAVAL AND MILITARY OFFICERS WHO HAVE BEEN KILLED ON ACTIVE SERVICE.

PHOTOGRAPHS BY WARNEUKE, SWAINE, SAWYER, GALE AND POLDEN, VANDYK, HOWE, LAFAYETTE, HEATH, JACOLETTI

CHANCELLOR, CASSELS, VIZE, FORBES, KENT-LACEY, LAMBERT WESTON, CROOKE, LANGFIER, SPEAIGHT, RUSSELL, AND S. AND G.



We give here a brief reference to more officers who have been killed in action in the Great War. Lieut.-Col. D. Warren served with the Burmese Expedition, 1885-7, and won a medal with clasp. Colonel A. Grant-Duff served at Tirah, where he won a medal with clasp, and in the South African War, winning the Queen's Medal with two clasps. Major Hugh Talbot Wynter was specially qualified as an interpreter of Dutch. Captain John Norwood, V.C., won his Cross by conspicuous gallantry at Ladysmith. Major John Trefusis Carpenter-Garnier was son of Mr. John Carpenter, Garnier and the late Hon. Mrs. Carpenter-Garnier, of Rooksbury Park, Fareham, Hants. Major M. E. Cookson was doing good service with the Royal Sussex Regiment when he met his death.

Midshipman Anthony Victor George Allsopp was the son of the late Hon. G. H. Allsopp and Lady Mildred, daughter of the eighth Earl of Shaftesbury, and was only fifteen. Second-Lieut. Sir Gawaine George Stuart Baillie, of the Royal Scots Greys, was the fifth Baronet, and the title falls to his brother, Mr. Adrian William Maxwell Baillie, who was born in 1898. Surgeon Alfred E. Turnbull, R.N.V.R., went down on board the "Cressy." The death-roll of our officers in the Army and Navy grows day by day, but, while we deplore the sorrow which casualties bring, the names will live for all time in the chronicle of the world's greatest war.

FIGHTING-MEN OF INDIA; AND FRENCH AFRICAN TROOPS.

PHOTOGRAPHS BY INTERNATIONAL ILLUS., L.N.A., AND C.N.



FRANCE'S NATIVE ALGERIAN LIGHT CAVALRY:
A TROOPER OF THE SPAHIS.



SKIRMISHING: A DISMOUNTED
SPAHI.



ALLIED AGAINST THE COMMON FOE: BRITISH SOLDIERS
FRATERNISING WITH SPAHIS.



FIGHTING-MEN OF INDIA: SIKHS ON THE MARCH.



FRENCH ALGERIAN TROOPS ON THE MARCH TO THE AISNE:
A COLUMN OF ZOUAVES AND TURCOS.



FROM THE ATLAS TO THE AISNE: FRENCH MOROCCAN TROOPS
ON THE WAY NORTH.

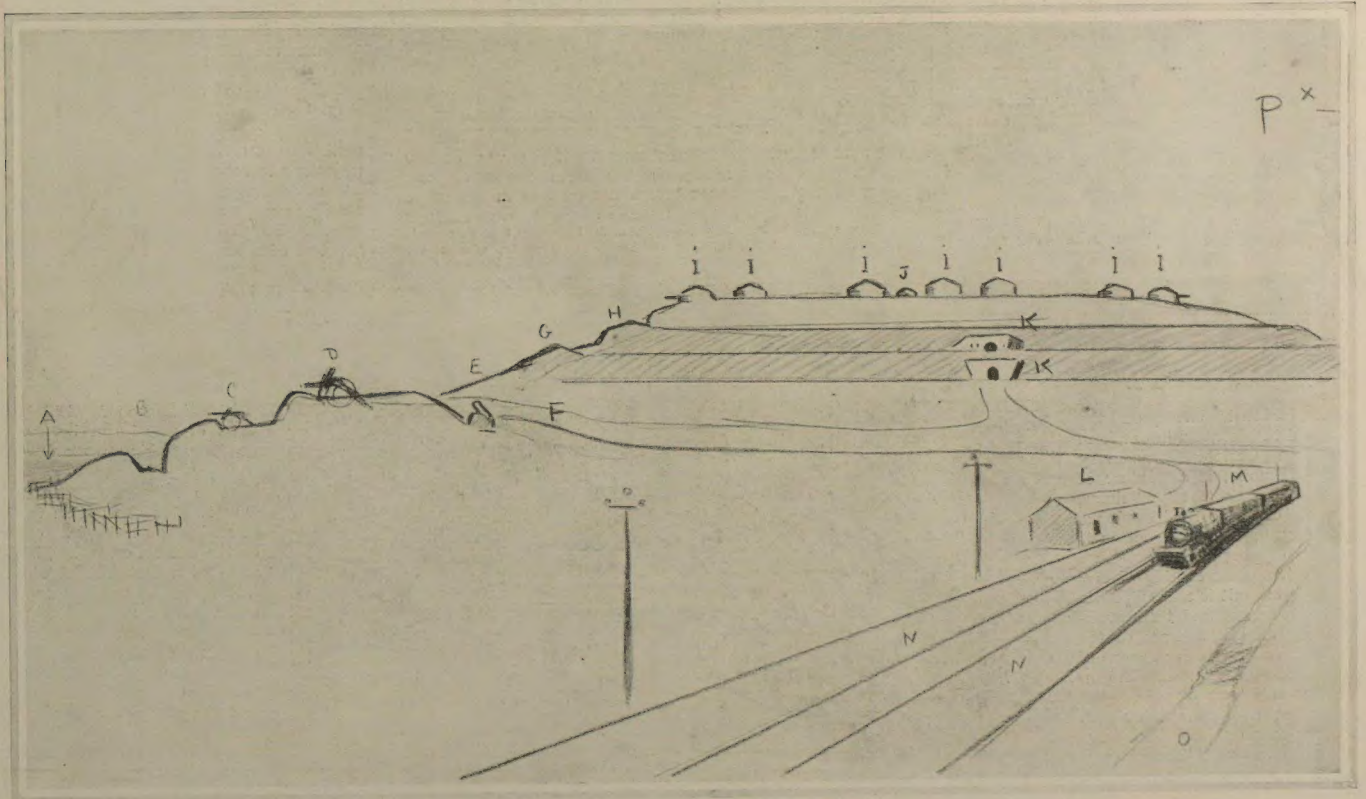
The Spahis, most picturesque of troops of the regular French military establishment, garrison Algeria and Tunis, with the Zouaves and the Turcos. They are light cavalry, recruited from the Arab tribes of the Sahara frontier, and are organised in regular regiments, with French officers at their head.—Our illustration of Indian troops on the march is

of special interest, and shows Sikhs, identified by the steel quoit—the old-time national battlefield weapon of the Sikhs—in the Sepoys' turbans.—Other soldiers making their first modern campaign in Europe are the French Moroccan troops; they feel the cold severely, as our illustration, showing them heavily wrapped up, makes evident.

THE SPY AT WORK: AN INNOCENT LANDSCAPE AS PLAN OF A FORT!



APPARENTLY AN INNOCENT LANDSCAPE; REALLY A DETAILED PLAN OF A FORT: A DRAWING MADE BY A SPY FOR HIS GOVERNMENT.



THE INNOCENT LANDSCAPE DRAWING "DECODED"! THE FORTIFIED POSITION DISCLOSED TO THE ENEMY IN ALL ITS DETAILS.

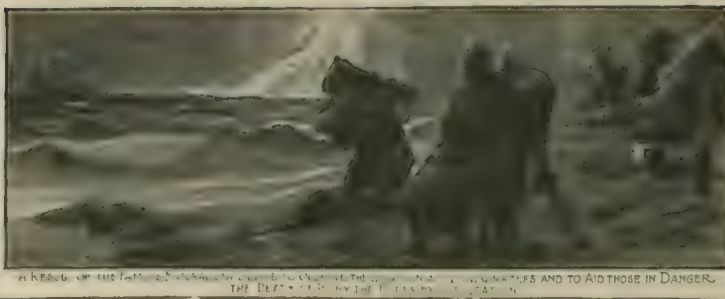
The first illustration shows an apparently innocent drawing of a landscape made by a spy. Caught with it, the spy might pose with comparative safety as an artist who had been sketching for his pleasure and was entirely ignorant of the existence of any fort and its surroundings. In point of fact, the sketch is made in accordance with a pictorial code, in which, for example, one kind of tree represents an armoured gun-turret; a bush an observation-turret; other forms of trees, gun positions; a couple of gates, entrances to the fort; a piece of fencing, barbed wire-entanglements; lines of bushes, ditches; and so on. This landscape, received by the spy's Government, is read according to these signs, and the result is a plan of the fort as shown in the second drawing. In

this the letters have been put in merely to help the reader of this paper. They would not appear, of course, on the plan. The apparently casual long and short lines at the top right-hand corner of the landscape are for orientation, again according to code. The letters we have placed on the key refer to the following:—A. Wire entanglement. B. Infantry trench. C. Field-gun position. D. Field-howitzer position. E. Siege-howitzer position. F. Road. G. Outer ditch. H. Inner ditch. I. Armoured gun-turrets. J. Observation-turret. K K. Double entrance to fort. L. Station. M. Railway stock. N. Double line. O. Ditch, with water. P^x. Orientation marks. A long and a short horizontal equal east and west; a long and a short vertical, north and south.

SCIENCE & NATURAL HISTORY



A GREAT MAN OF SCIENCE OF AN INTERESTING PLACE IN EUROPE
THE DEATH OF THE FORTS OF NAMUR, 1914.

SCIENCE JOTTINGS.
GUNS, FORTS, AND
SHELLS

IT now seems fairly clear that the German siege-guns were responsible for the unexpected fall of the forts at Namur, and hence for the uncommonly tight place in which our Army found itself during the consequent retreat from Mons. They are certainly howitzers—that is to say, guns built for high-angle fire only—and are said to throw a shell of 700 lb in weight a distance of seven or eight miles. The Japanese used such pieces with a lighter projectile at Port Arthur, where their tremendous and unmanageable recoil necessitated the building of special platforms for them; but the Germans seem to have got over this difficulty by hydraulic buffers and a peculiarly solid carriage with "caterpillar" or segmented wheels. A picture of these guns in action was given on the cover of *The Illustrated London News* for Sept. 12.

The destruction wrought by these huge pieces in Belgium is so much greater than any which they accomplished during the Russo-Japanese War that more than one reason has been given for their increased efficiency. Their calibre, or bore, has been described in different newspapers as 11, 17, and even 28 inches. The last-named figure is evidently a clerical error for the first, 28 centimetres being exactly 11 inches, and it is extremely unlikely that any thing heavier than an 11-inch howitzer, which was the weapon used by the Japanese, could be moved about on wheels.

Hence it has been rather hastily concluded that the Germans are in possession of some chemical secret which enables them to make shells exploding with a greater force than has hitherto been employed in warfare. This theory is not very likely to be true, and seems based on a misconception of what an explosion really is, and on what chemical principles it depends.

Now all military and naval explosives are substances which produce on detonation an immense volume of the gases nitrogen and carbonic oxide where before there were none, and all depend for their effect on the nitric acid they contain in one form or another. Gunpowder, as every schoolboy knows, is a mixture of nitrate of potash (the "villainous saltpetre" of the poet) with sulphur and charcoal; while gun-cotton is made by dipping cotton or other cellulose (the outer coating of any plant-cell) into nitric and sulphuric acid in succession, and then washing away all but a trace of the acid with water. It is still one of the most efficient explosives known, and it is said that our allies the Russians use no other, loading both their rifle-cartridges and their large shells with wet gun-cotton in preference to any more new-fangled invention.

But it was found some years ago that great energy could be developed by combining what chemists call the nitric acid "radicle" with carbon or organic compounds other than cellulose. Thus glycerine combined with nitric acid makes nitroglycerine, which, when absorbed by infusorial earth, forms dynamite. Phenol or carboic acid, when similarly treated, makes

picric acid, which forms a salt with metallic bases such as potassium, and is the active ingredient in our own lyddite; while it is believed that the French melinite and the Italian pertite have practically the same composition. Trinitrotoluene, a relative of

benzine, is another high explosive of the same kind which has the peculiarity of not forming salts with metals; and the nitro-naphthols, which contain a higher proportion of carbon, furnish other

examples. The most terrible explosive known is hydrazoic acid, which contains no nitric acid, although its relative, nitrous acid, is used in its preparation. It is a compound of nitrogen and hydrogen in the reverse proportions to those of common ammonia, and has a most sickening smell; but it forms salts with metals, and especially one with silver, which is said to have some advantages over the picrates. Yet its cost makes it extremely unlikely that it should be employed in any quantity; and, moreover, an explosive which develops any superabundant energy would have one fatal drawback in warfare. Anyone who has exploded the glass tears known as "Prince Rupert's Drops"—or, for that matter, has dropped an incandescent electric bulb on a paving-stone—knows that the glass in such cases flies into pieces so small as to be hardly perceptible, and the same thing would happen with a steel shell if the force employed were great enough. But the object of a siege-gun is to set flying not small, but heavy fragments of metal which shall act by momentum as well as impact, and thus smash their way through armour-plate and concrete.

It is therefore very unlikely that the Germans are using any explosive unknown to their enemies, and the damage they do is more probably due to the velocity with which their siege-shells strike. A projectile hurled into the air by a gun nearly perpendicular to the earth's surface must have an enormously high trajectory to reach its target seven miles away, and must thus acquire by gravitation a force nearly as great as that with which it left the muzzle. Imagine a bolt weighing nearly three quarters of a ton falling out of the clouds, and

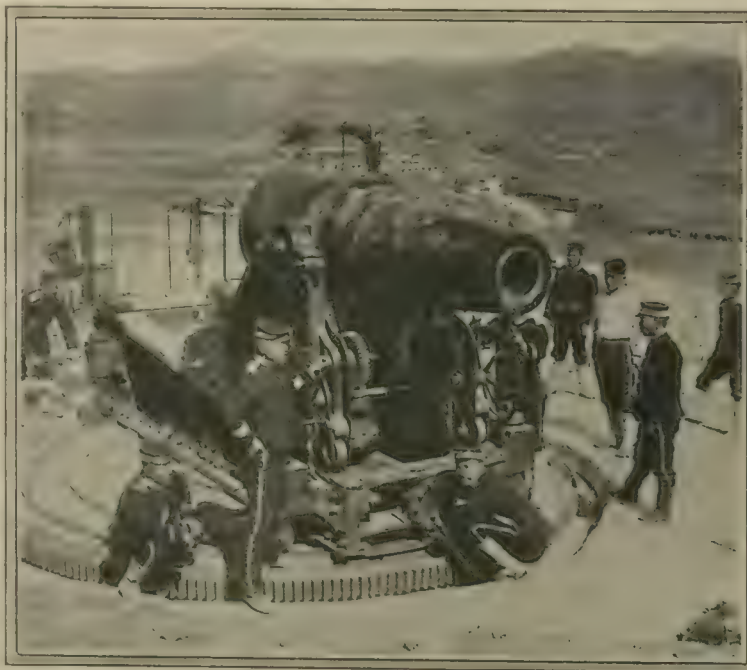
it is easy to see why it will pierce both steel cupola and reinforced-concrete wall, especially when these have been designed to resist horizontal rather than vertical fire. Once inside the defences, the gun-cotton, picrite, or other high explosive imprisoned within such a mass of metal can be trusted to do its wrecking work.

Two things follow from this. One is that the nation is doubly blessed which relies, like ourselves, on the wooden or, rather, iron-clad, walls of a fleet instead of on fortifications, however strong. The other, that as nitric acid enters directly or indirectly into the composition of all explosives, the nitrates from which it is prepared should be contraband of war, and the enemy's access to them cut off as soon as possible. Germany is believed to depend much in this matter on Norway and Sweden, where thousands of tons of nitrate of lime are yearly obtained from the air by an ingenious electric process. But the natural deposits of nitrate of soda in South America are also practically inexhaustible sources, and the capture a fortnight ago of a German ship laden with this salt and brought into Falmouth by one of our cruisers may be another instance of the unfeeling luck of the British Empire. F. L.



SAID TO BE LIGHTER THAN THE PROJECTILES OF THE GERMAN SIEGE-GUNS USED AGAINST NAMUR! THE HUGE SHELLS OF THE JAPANESE SIEGE-ARTILLERY THAT CAUSED THE FALL OF PORT ARTHUR. The great German siege-guns used against Namur are very similar to those employed by the Japanese against Port Arthur, except that the latter were fixed on concrete emplacements and the batteries had a semi-permanent character, whereas the

(Continued below.)



SIMILAR, EXCEPT FOR THE MOUNTING, TO THE GERMAN SIEGE-GUNS USED AGAINST NAMUR: A JAPANESE 11-INCH MORTAR AT THE SIEGE OF PORT ARTHUR.

German siege-guns are moved on a solid carriage with "caterpillar" wheels, and their tremendous recoil is counteracted by hydraulic buffers. The German siege-guns are said to throw a 700-lb. shell seven or eight miles. The Japanese projectiles were somewhat lighter. (Stereographs by James Nicolson; Copyright by Underwood and Underwood.)

FIRING THE BRIDGE: A NEW HORATIUS—WITH A DIFFERENCE.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY GEORGE LYNCH.



AN HEROIC ACT BY AN EIGHTEEN-YEAR-OLD BELGIAN CORPORAL: J. DE MANTE FIRING A TERMONDE BRIDGE, AMID A HAIL OF BULLETS, TO PREVENT ITS USE BY THE GERMANS.

Mr. George Lynch writes: "To a young corporal of eighteen, J. de Mante, of the 24th Regiment, had been assigned the task of firing this bridge at Termonde. Had the Germans gained possession of it, a great stretch of Flanders would have been at their mercy. When the very last of the Belgians had retreated across it, de Mante ran along the plank underneath, lighted torch in hand, which he plunged into the barrels of paraffin already prepared. They blazed up instantly. Bullets were whizzing round him, but he

climbed upon the bridge and completed his task by rubbing his torch on the paraffin-soaked boards. We watched him, spellbound, then burst into a mighty cheer, as he gained the shelter of the remaining girders, unharmed, but with bullet-holes in his tunic. He left the bridge a roaring furnace." Half the steel bridge had been blown up by Belgians, who subsequently constructed the one of wood which they had afterwards to burn, as shown.—Drawing Copyrighted in the United States and Canada.

TORPEDOED! THE FATE OF A GOOD SAMARITAN:

DRAWN BY HENRY RUTERDAHL, ASSOCIATE OF THE UNITED STATES NAVAL INSTITUTE, FROM MATERIAL SUPPLIED BY



"EVERY MAN FOR HIMSELF": THE SAVING OF THE "HOGUE'S" CREW, BY THE BOATS HAD BEEN TORPEDOED

Struck at by "silent" enemies, the British Navy lost three cruisers and some 1400 men. But, with disaster, the nation gained the knowledge that the spirit of old is still with the fighting fleet. The men of the "Albatross," "Hogue," and "Cressy" died death in true man-of-war fashion, as did their forbears of the "Dreadnaught" and the "Victoria." Perfect discipline was maintained to the last, and not until the order "Every man for himself!" was given did officers or men leave their posts. As the "Hogue" heeled to the heave of the water in her wounded hull, the crew tumbled over the side and slid down into the sea. She rolled clean over. On the keel stood Captain Nicholson among a group of men. In answer to their lusty cheer, the Captain saluted. Everywhere was discipline. Captain Johnson, of the "Cressy," was last seen on the bridge carrying the secret documents of his ship before he went

THE SINKING OF THE BRITISH CRUISER "HOGUE."

SURVIVORS. COPYRIGHTED BY "THE ILLUSTRATED LONDON NEWS," AND, IN THE UNITED STATES, BY HENRY RUTERDAHL.



OF THE "CRESSY" AND A LOWESTOFT TRAWLER, AFTER THE FIRST-NAMED CRUISER BY GERMAN SUBMARINES.

down with her. A rescued officer of the "Hogue," Commander Reginald Norton, has given a vivid description of his experiences: "The 'Hogue' was struck on the starboard side amidships by two torpedoes at intervals of ten to twenty seconds. The ship at once began to heel to starboard. After ordering the men to provide themselves with wood, hammocks, etc., and to get into the boats on the lower and take off their clothes, I went, by Captain Nicholson's direction, to ascertain the damage to the engine-rooms. . . . While I was endeavoring to return to the bridge, the water burst open the starboard entry-port doors, and the ship heeled rapidly. . . . Eventually, after swimming about from various overlaid pieces of wreckage I was picked up by a cutter from the 'Hogue'."—(London Copyright in the United States and Canada.)

"LIKE A CROWD LEAVING A FOOTBALL MATCH"! GERMANS ADVANCING IN MASSED FORMATION.

DRAWN BY A. C. MICHAEL



WHAT "TOMMY ATKINS" FACES WHEN THE ENEMY CHARGES: GERMANS COMING ALONG TO THE ATTACK IN "BUNCHES." IN A MANNER WHICH MADE IT IMPOSSIBLE NOT TO HIT SCORES OF THEM.

"We could not help hitting them. We saw them first about 800 yards away, and they came along in bunches just like a crowd leaving a football match. . . . For every one that fell on our side they lost ten or twelve. It was 'rapid firing,' and we gave it them hot." So one of our soldiers speaks of the German densely massed formations in attack. As a British officer who has served in the German Army relates: "It is interesting to note that this formation followed pretty well the model of formations in the

days of Frederick the Great, namely, that the non-coms. are placed behind the attacking lines, no doubt in order to encourage the men to vigorous assault in the suave Prussian manner." The officer remarks that, on the other hand, it is a "complete mistake" to imagine that "the German soldier is not trained to dig himself in . . . One of the most important features of the military training is in the direction of entrenchment." The Aisne battle has shown that.—(Drawing Copyrighted in the United States of America)

GLORIOUS GOTHIC ARCHITECTURE SACRIFICED TO GERMAN "CULTURE."

Copyright, 1914, by L. N. Co.



DESOLATED BY GERMAN SHELLS: DAMAGED STATUARY OUTSIDE RHEIMS CATHEDRAL.



PART OF THE MOST GRIEVOUS AND IRREPARABLE DAMAGE DONE TO RHEIMS CATHEDRAL BY THE GERMAN GUNS: A SHOT-RIDDLED WINDOW.



WRECKAGE IN THE INTERIOR OF RHEIMS CATHEDRAL: FALLEN MASONRY AFTER THE GERMAN BOMBARDMENT.



A SIGN THAT THE GERMAN GUNNERS RANGED ON RHEIMS CATHEDRAL: ONE OF THE ADJOINING STREETS THAT ALL SUFFERED HEAVILY.

Even more than the damage done to the masonry and carvings of Rheims Cathedral by the German guns, the destruction of much of the priceless mediaeval stained glass is an irreparable loss to the world's artistic treasures. That the gunners of the German howitzer batteries near Nogent L'Abbesse deliberately ranged on the Cathedral is held to be proved by the fact that, when they began to bombard the town, most of the

shells fell in the streets immediately around it, and houses were destroyed in a straight line of fire on both sides of the Cathedral extending for two blocks of buildings. Our photograph No. 4 shows, for example, the devastation in the Rue d'Ecole de Médecin, on the west side of the Cathedral. The havoc caused inside the Cathedral was largely due to the fire which the German bombardment originated.

THE WESTMINSTER ABBEY OF FRANCE DESECRATED BY GERMAN GUNS.

PHOTOGRAPH BY C.N.



GERMANY'S CROWNING ACT OF VANDALISM, WHICH HAS AROUSED THE INDIGNATION OF THE WORLD: A DAMAGED DOORWAY OF RHEIMS CATHEDRAL, THE ANCIENT PLACE OF CORONATION OF FRENCH KINGS, AFTER THE BOMBARDMENT.

It was reported that a few days before the bombardment of Rheims one of the Kaiser's sons said to the city authorities: "The best proof of my desire not to touch the building is that I am anxious to put the wounded inside." There were 130 wounded Germans in the Cathedral when it was bombarded, and thirteen were killed either by shells or in the resulting fire, in spite of the heroic efforts of the priests to save them. A German wireless statement said that "an Army Order expressly forbade the bombardment of the Cathedral with other than field artillery, and that only in case the enemy established

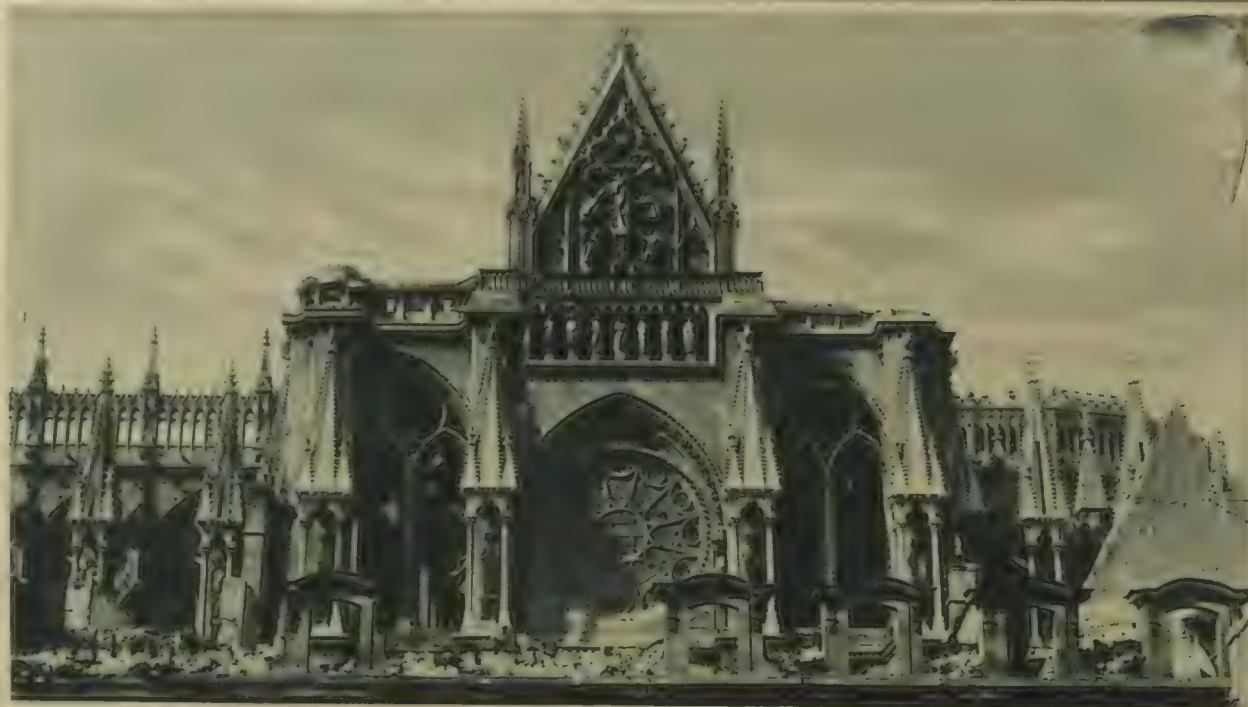
observation-stations on the Cathedral. This was done, and, in consequence, the German infantry suffered enormous losses." The Cathedral authorities state that the French did place a searchlight in the belfry, for detecting aeroplanes, on September 12, but removed it next day after an agreement with the German Staff, and that no French officer had since used the Cathedral for any purpose; therefore, the German bombardment from the 17th to the 18th was quite inexcusable. Great damage was done to the beautiful carvings on the exterior. The glass of the window over the door is shown to have disappeared.

DESECRATED RHEIMS CATHEDRAL: THE MAIN STRUCTURE INTACT.

PHOTOGRAPHS BY L. N.



HAS THEIR STABILITY BEEN IMPAIRED? THE GREAT TOWERS OF RHEIMS CATHEDRAL; WITH THE SHATTERED ROOF OF THE ARCHBISHOP'S PALACE IN THE FOREGROUND.



PART OF THE BUILDING THAT SHOWS LITTLE DAMAGE EXCEPT BROKEN WINDOWS: ONE ASPECT OF RHEIMS CATHEDRAL; AND RUINS OF THE ROOF OF THE ARCHBISHOP'S PALACE.

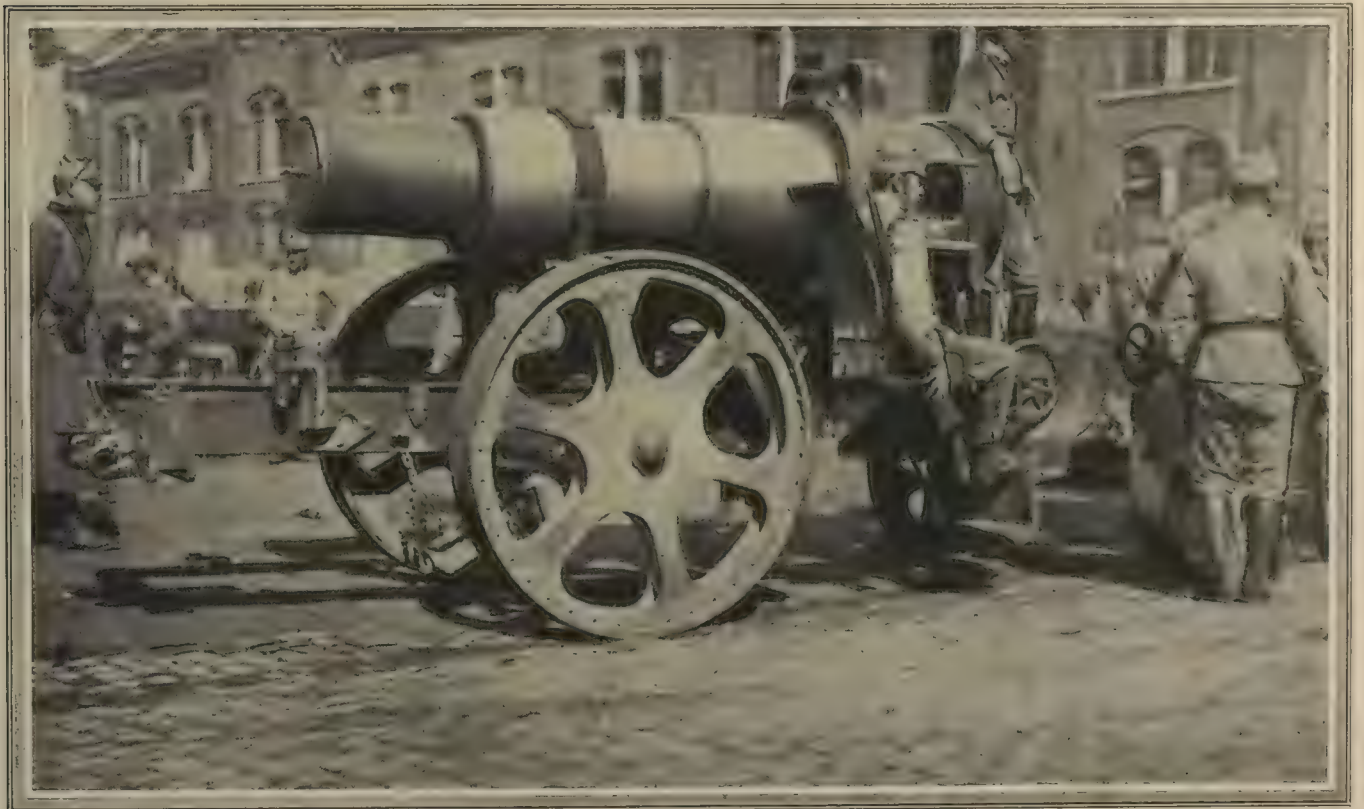
Although grievous damage was done by the German guns, and by the fire which they caused, to the exquisite architectural detail of Rheims Cathedral, as also to the roof and, above all, to the priceless mediæval glass of many of the windows, yet the main structure of the building, as our photographs show, still remains intact. The question has been raised, however, whether the stability of the towers may not have been impaired, both by the direct damage done by shells to portions of the masonry, and by the effect on the stone-work of the disastrous conflagration caused by the shells setting

fire to some scaffolding outside the north-west tower and to the straw on which wounded Germans were lying within the Cathedral. The Archbishop's palace and the historic Salle des Rois, on the south side, were also set on fire and completely destroyed. The Archbishop of Rheims is Monsignor Landreux. On the north-east side one buttress was wrecked by a shell and many windows were broken by shrapnel. The rose window on the west and part of the northern sapphire windows are said to be intact. In the photograph the windows on either side of the round window appear to have lost all their glass.

"JACK JOHNSON" OF THE BLACK SMOKE: THE GERMAN SIEGE-GUN.



MAN DWARFED BY THE IMMENSITY OF WARRING MAN'S WORK: THE GREAT HAVOC CAUSED AT FORT LONCIN BY THE GERMAN SIEGE-GUNS AT LIÈGE SHOWN BY THE RELATIVE MINUTENESS OF THE HUMAN FIGURE.



PROJECTOR OF A MISSILE WHICH MAKES A HOLE IN THE GROUND BIG ENOUGH TO BURY FIVE HORSES, BUT IS UNABLE TO DEPRESS THE BRITISH SOLDIER: ONE OF THE GERMAN SIEGE-GUNS—NICKNAMED "JACK JOHNSON," "BLACK MARIA," OR "COAL-BOX."

In an official account of the fighting on the Aisne issued by the Press Bureau it was stated recently: "The British soldier is a difficult person to impress or depress, even by immense shells filled with high explosives which detonate with terrific violence and form craters large enough to act as graves for five horses. The German howitzer shells are eight to nine inches in calibre, and on impact they send up columns of greasy black smoke. On account of this they are irreverently dubbed 'coal-boxes,' 'Black Marias,' or

'Jack Johnsons' by the soldiers. Men who take things in this spirit are, it seems, likely to throw out the calculations based on loss of moral so carefully framed by the German military philosophers." A later Press Bureau report speaks of the Germans "giving the village of Paissy a taste of the 'Jack Johnsons.'" The boxer, Jack Johnson, is called in America—"the Big Smoke"—hence probably the nickname for the gun. The soldiers are Austrians who, it is said, took German siege-guns for use against Antwerp.

THE CAMERA AS WAR-CORRESPONDENT: PHOTOGRAPHS OF

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, RECORD PRESS, UNDERWOOD

THE GREAT WAR ON LAND, ON THE SEA, AND IN THE AIR.

AND UNDERWOOD, C.N., PICTORIAL PRESS, AND FARRINGTON PHOTO. CO.



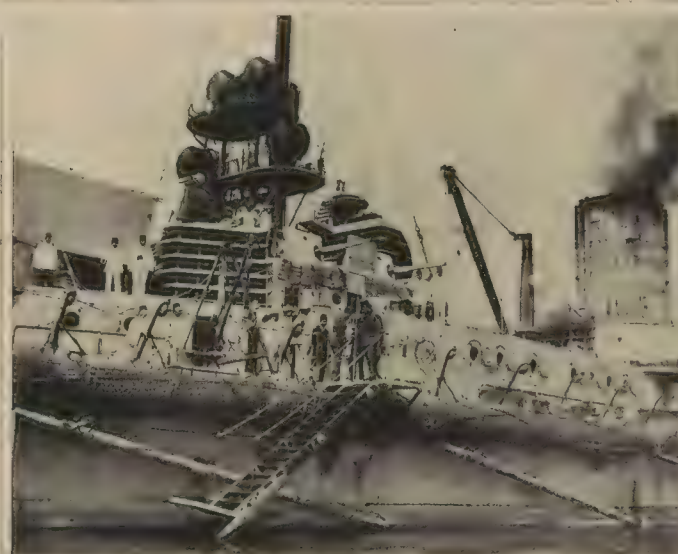
PHOTOGRAPHED BY A GERMAN AIRMAN SCOUTING OVER PARIS: ST. GERMAIN SEEN FROM ABOVE.



AFTER SHE HAD BEEN SOLD TO THE SULTAN BY THE KAISER: THE RUNAWAY "GOEBEN" FLYING THE TURKISH FLAG.



VICTIMS OF GERMAN "WELT-POLITIK": DEAD SOLDIERS AND ARTILLERY HORSES ON A FRENCH COUNTRY ROAD.



THE "GOEBEN" AS A TURKISH BATTLE-CRUISER: DJEMAL PASHA, MINISTER OF MARINE, ABOUT TO LEAVE HER AFTER AN INSPECTION.



AT THE FRONT IN EAST PRUSSIA: GERMANS CARRYING OFF THE FRAME AND ENGINES OF A WRECKED RUSSIAN AEROPLANE AT LODZ.



AFTER THE ZEPPELIN ATTEMPT ON OSTEND: THE HAVOC CAUSED BY GERMAN AIR BOMBS IN THE FISH MARKET.



WHY MODERN CANNON REQUIRE RECOIL-MECHANISM: THE TERRIFIC "KICK" OF A FIELD-GUN ON FIRING.



TURKEY'S MOBILISATION: RECRUITS BEING INSTRUCTED IN THE USE OF THE RIFLE BY A GERMAN OFFICER.



COMMODORE SAMSON'S UHLÁN-HUNTER: ONE OF THE ROYAL NAVAL FLYING CORPS' ARMOUR'D MOTOR-CARS.



AFTER A GERMAN MOTOR RAID ON SOISSONS: THREE INVADERS LYING DEAD NEAR THE AISNE BRIDGE.



AFTER THE ZEPPELIN ATTEMPT ON OSTEND: THE HUGE CRATER IN THE GROUND CAUSED BY A BOMB WHICH BURST BY THE QUAY.



VANQUISHED BY ONE OF THE BRITISH FLYING CORPS: THE SHATTERED FRAMEWORK OF A GERMAN AEROPLANE BROUGHT DOWN BETWEEN MEAUX AND THE AISNE.

One of the 38,000 Iron Crosses which the Kaiser is stated to have distributed since the war began was bestowed on the officer, First Lieut. Von Thun, from whose aeroplane our snap-shot of St. Germain was taken, for flying over Paris.—The "Goeben" not only now flies the Turkish flag, but has been renamed the "Yavanz" (or, according to another account, the "Sultan Selim"). The Sultan had a look at her at his recent review, and Djemal Pasha, Minister of Marine, has inspected her.—Our photograph exemplifying the extraordinary energy of the recoil

of a gun fired with modern propellant powder was taken near Termonde in one of the recent daily battles between the Belgians and the Germans to the east of Antwerp.—The Turkish recruits having the Mauser mechanism explained to them by one of the German General Von Sanders' officers are in the new Turkish campaigning kit. The Zeppelin projectiles which fell at Ostend are said to have been 4 feet long by 8½ inches in diameter. Their destructive power is well shown by the huge cavity made in the ground by the bursting of one.

THE SHELL-RIDDLED CHÂTEAU OF MONDEMENT: THE DAMAGE DONE.

PHOTOGRAPHS BY C.N.



1. IN THE GROUNDS WHERE FRENCH OFFICERS WHO FELL IN THE ASSAULT WERE BURIED: PART OF THE GARDENS OF THE WRECKED CHÂTEAU OF MONDEMENT.

3. SHOWING SIGNS OF THE DESPERATE ENCOUNTER: THE SHOT AND SHELL-RIDDLED CHÂTEAU OF MONDEMENT.

4. A CORNER OF THE CHÂTEAU AFTER THE FIGHT: SHATTERED TREES, A CRUMBLING WALL, AND A SHOT-MARKED TOWER.

2. WHERE THE FRENCH STORMED THE CHÂTEAU: BREACHES IN THE WALLS MADE BY SHELL-FIRE.

5. EVIDENCE OF SHELL-FIRE: PART OF THE MUCH-DAMAGED CHÂTEAU OF MONDEMENT AND THE LAKE.

In our last issue we gave two drawings, from sketches by Mr. Frederic Villiers, one of our Special War-Artists, of the capture by French troops of the Château of Mondement, which, occupying an important strategic position near Sézanne during the battle of the Marne, was the scene of fierce encounters between the French and the Germans, and was captured and recaptured no fewer than four times in four days. It was finally

taken and held by the French. We are now able to give these actual photographs of the château itself, whose condition testifies to the desperate struggle which raged in and around it. Describing the scene after its final capture by the French, a "Times" correspondent wrote: "Only two rooms remain . . . all the rest of the château [i.e., inside] is a shapeless heap of stones, sticks, broken crockery, and furniture."



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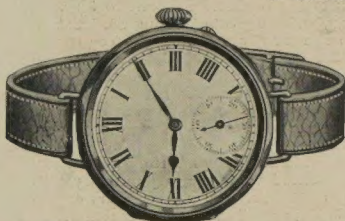
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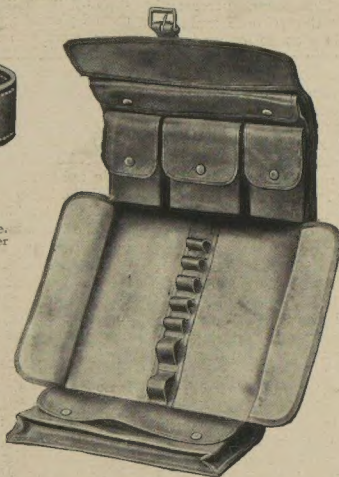
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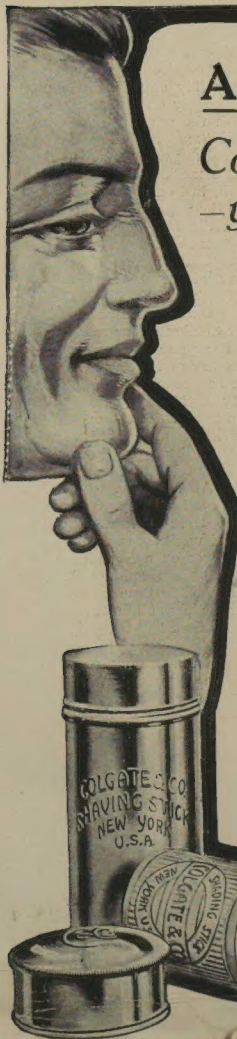
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THE NATIONS' NAVIES.

RATHER later than usual, the "Naval Annual" (William Clowes and Sons) recently made its appearance, and contains a mass of instructive information on every subject connected with the navies of the nations, which is of especial interest in view of the events of the War. The duties of editor have been undertaken again by Lord Hythe, who in this work has had the assistance of Mr. John Leyland and Commander C. N. Robinson, R.N. In addition to these gentlemen, the chief contributors are on this occasion Vice-Admiral Sir Edmond Slade, Commander F. G. Loring, and Mr. Alexander Richardson. The last-named collaborator with Lord Hythe in a review of the development of the British Navy, in which chapter not only is the advance made in construction dealt with very fully, but matters relating to the personnel are also described. Both in this chapter and in another on "The Influence of Loads on Ships' Speeds," Mr. Alexander Richardson considers at some length the effect which alterations in the armament of capital ships might have upon the speed of a vessel. He points out, for example, that if the armoured belt of a ship were reduced in thickness so as to be capable only of keeping out projectiles up to 6-inch calibre, another twin 15-inch gun-turret could be added to the ship without alteration in her size and speed. But if this gun-turret were added without any diminution in the thickness of the armour, a loss of one and a half miles an hour in speed would result.

Vice-Admiral Sir Edmond Slade supplies a lucid and suggestive article dealing with the arguments for and against the right of attack upon commerce in maritime war. Sir Edmond points out that the fear of an attack upon trade may have a deterrent effect upon warlike counsels. If, too, a purely maritime Power like Great Britain were to relinquish this right it would be necessary for her to raise an army able to face that of a Continental enemy in his own territory in order to be on terms of equality with him. Commander Loring describes the development of wireless telegraphy in the Navy, and there are also in Part I. chapters on the progress of naval aeronautics and the relative positions of British and foreign aircraft, the naval features of the Balkan War, the German dockyards, and naval literature. The second part of the "Annual" contains the usual tables of warships and their particulars, with plans of British and foreign men-of-war. In addition to these plans, there are four excellent illustrations of the British battle-ship *Iron Duke*, the French battle-ship *Bretagne*, the Italian battle-ship *Conte di Cavour*, and the Turkish battle-ship *Osman I.* (again owned recently by England and renamed the *Agin-court*).

The section on Ordnance and Armour, again written by Commander C. N. Robinson, R.N., deals exhaustively with progress and development during the past year; while the concluding section contains the usual official statements and documents. In every way, this issue of the "Annual" is fully up to its customary high standard of excellence as a work of reference.

TWO BOOKS ON THE ENTENTE.

THE ironical march of events has made Sir Thomas Barclay's "Thirty Years' Anglo-French Reminiscences" (Constable) peculiar, tragic, and very interesting. Sir Thomas's untiring efforts did much to bring the Entente to pass; it grew out of a commercial rapprochement, the Arbitration Movement, and the Franco-Scottish Society, made headway, readjusted the international outlook, and, finally became the firm unwritten bond which has given Britain the opportunity of proving to her allies that no selfish consideration of safety can lead her to desert a friend. Never again, surely, can the phrase, *perfidie Albion*, be used except as an antiquarian curiosity. Yet this book shows how short a time has elapsed since France looked upon us as the arch-speakers of sweet words, who, when the pinch came, would prove hypocritical traitors. Intimate personal sketches of the great men and events of the Third Republic enliven a most instructive narrative; but, alas! all that Sir Thomas has written in his optimism regarding our relations with Germany, and our probable part in reconciling her to France, reads strangely in the light of the catastrophe of the last two months. "As regards the future, the view that there is no public opinion in Germany or that the Emperor and his Government can engineer it as they choose must be dismissed from diplomatic calculations as no longer trustworthy. German public opinion may not have the experienced self-reliance of English public opinion, but that it is stronger than the will of even a popular Emperor and a powerful and well-organised Government is now beyond a doubt." And again, Sir Thomas sees England "in a unique position in contemporary diplomacy" as the friend of both Germany and France. Possibly that might have meant much, had German public opinion counted for anything. But now all is flux, and but one thing is sure—that diplomacy's day is over, and that public opinion as the arbiter of national destinies must come, through blood and tears yet in triumph, to its own.

A forerunner of our friendship with France is dealt with by M. Charles Bastide in "The Anglo-French Entente in the XVI. Century" (The Bodley Head), a series of historical studies based on minute learning. These papers illustrate the reciprocal influences at work during the period in question, and the considerations which drew the two nations together just after the Renaissance. These little pictures of social life and character touch every grade of society, and the author has explored all available sources in order to complete his survey. In discussing the question of Frenchmen's knowledge of English he gives many excellent examples, but he might have been more guarded in his citation of Rabelais. Panurge's "English" proves nothing one way or the other, and is so cryptic as to be useless. Also it was more than likely learned from some wandering Scottish student, for it is plainly Northern in its idiom. Now the Scotto-Frankish intimacy is a thing apart, and to cite Rabelais on the English point is unconvincing. This, however, is a small matter. The book is a fund of information and often of diversion.

A NEW NOVEL.

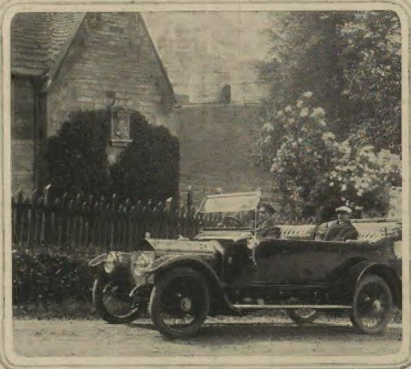
"The Wall of Partition." Some critics profess to be astonished at the enormous popularity of Florence L. Barclay. Yet it seems to us that these critics must be quite extraordinarily blind. The author of "The Rosary" possesses all the literary essentials for popularity among the vast novel-reading public. She appeals to the "nice woman," and nice women are scattered through the length and breadth of the land, and they always like novels. When we say "nice women," we mean, of course, those women whose mental horizon, if extremely limited, is sweet and peaceful; women whose mind is stocked beyond hope of discouragement with the usual illusions of life popularly held appropriate to respectable womanhood. There is not a character, not an incident, in any of Mrs. Barclay's books which does not bear upon it the impress of the feminine outlook. The men of the story are not really men at all. They are the heroes which nice women, living limited lives, believe all men they have ever loved to have been. The women are not very real either; but they are invariably queenly, and absolutely respectable. When they are not respectable; they are melodramatic. It is a tea-party world into which Mrs. Barclay introduces her readers. Pleasant topics are discussed pleasantly, and the greatest among the talkers does not presume to rise far above the sweetly commonplace. The characters are very fond of quoting Shakespeare and the Scriptures—a weakness which, though pleasantly informing, is frightfully "stamping"; and when they fall in love they fall in love for ever and ever, and describe their heart-throes in the language of the modern drawing-room ballad. Nor does Mrs. Barclay long allow us to forget her. She is fond of interrupting her story with nice, trite little aphorisms uttered with engaging intimacy. Moreover, she is very optimistic. She is never weary of patting her characters' backs, as well as those of her readers. You feel she must be a very nice woman—a good friend and a hopeful personality; but you wish that she had not such an intense dislike for young girls. Her heroines are invariably ripe and mellow, and you wonder vaguely how, being in their thirties, they still managed to preserve the romantic atmosphere of their teens. Also, they are all alike, even if the type be charming. And as the heroines are all sisters, so the heroes are all brothers, and the stories of the same mould. "The Wall of Partition" (Putnam) is no exception. It is typical "Mrs. Barclay," and most of it is Mrs. Barclay at her best. The hero loves for ever and ever; he is an author. The heroine's affections are equally everlasting. Yet she married another man. Nevertheless, she had her reasons. The hero and heroine met again years later, when the man was a famous author (he had put the story of his passion into book form—which, in parenthesis, was rather mean of him) and the woman was a widow. Many things still keep them apart, and not the least wall of partition is an absurd melodramatic lady who also insisted that she was the author of the hero's book; But the end comes in happiness, as all nice endings should.

THE CHRONICLE OF THE CAR.

After the War. The other day I was shown a set of photographs of certain wreckage which had once been motor-cars adapted to the purposes of the war. Some of these pictures depicted all that was left of a German transport column after the famous French 75 mm. guns had had a fair chance at it and had reduced the whole thing to scrap iron. Others were of cars which had simply fallen out by the wayside owing to the stress of the work they had been asked to do. Some, again, were those of vehicles which, while they had not suffered quite as severely as the first, had nevertheless been knocked out in action. But, whatever the causes which had led to their retirement, they were all of them most effectually out of it, beyond all hope of restoration or repair. And they represented not a few, but many—probably a couple of hundred vehicles—and they struck me as being very eloquent indeed of the terrible wastage that must be consequent on military operations of the stupendous character of those now in progress. For it must be borne in mind that these pictures came all from the one source, and that what is taking place in one quarter of the field is equally happening in all.

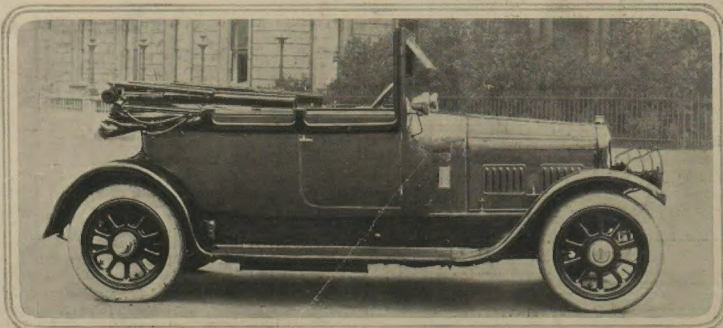
What I think we, as motorists and as interested in the motor industry, have to think of is that when the end of the war comes there must be a tremendous business to be done in replacing all these vehicles. There must be work for all our factories literally for years to come if the entire ravages of this war are to be even nearly made good. Of course, it will not do to anticipate too much all at once, because we cannot foresee at all the full economic consequences of the cataclysm. They must necessarily be simply terrible, and the widespread ruin they will cause must react very unfavourably on all industry and commerce, and particularly on such industries as have existed by the supply of articles of luxury. To some extent, therefore, trade will suffer at this one end of the pleasure-car, though in all probability what is lost there will come back at the other end of the industrial vehicle.

Buy Now. Apropos this whole question, the *Auto-car* writes very soundly in its current issue, advising those who have the money and who were contemplating the purchase of new cars before the war to go ahead with their intentions. There is a good deal more than meets the eye in this advice. It is pointed out that, quite apart from the assistance it would be to home industries if people would buy now, there is little doubt that present-purchase would be good business in other respects—that is to say, the buyer would effect economy. I entirely



IDEAL FOR AN AUTUMN RUN: A SMART, RELIABLE, AND ATTRACTIVE WOLSELEY.

The Wolseley cars need no recommendation. This photograph of one of 16-20 h.p. was taken on the road in Northamptonshire. The castle in the background is the Norman Castle of Rockingham, the original of Chesney Wold in "Bleak House."



FOR AN OWNER-DRIVER AND PARTY: AN AUSTIN UP TO DATE IN EVERY DETAIL.

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concur in this point of view. After the war manufacturing costs will increase. Also, there is bound to be a shortage of cars for some time after the war. Out-

have been reduced all round: in our own case, because people are not buying, and it would be foolish to make cars for which there is no market; and in that of our Allies because of the duress of war in their own territories. Now it must, under the most favourable of circumstances, be a long time before things could possibly come back to a normal state. Price depends very largely on the quantity which can be turned out; and with the relatively limited outputs which will rule in the *post bellum* period, it follows that selling costs will go up very substantially indeed. I dare say that some will say that American competition will play its part in this. So it will, but only to the same comparative extent as it did before the war. Even though America is not actively engaged in the war, economically it has hit her almost as badly as it has ourselves.

The A.A. and the War.

On Wednesday of last week I said *au revoir* to Captain Stenson Cooke, 8th (Cyclist) Battalion Essex Regiment, on his departure to camp at Colchester, *en route*, as he fondly hopes, for the front. Everyone will recognise the personality of the popular secretary of the Automobile Association and Motor Union, who has done so much good service for the motoring community in the days before the war, and, as I have had occasion to note, since the opening of hostilities has done yeoman service in the organisation of various motor services for the military authorities. Now he has gone to do what in him lies, and has taken with him a picked hundred of the A.A. patrols to form the nucleus of a cyclist company under his command. I have seen a lot of soldiers, made and unmade, in my time, but I never set eyes on a finer lot of material than this hundred-odd A.A. scouts. May all good fortune go with them, and may they all return in safety and with honour!

Au Revoir.

I am sure my readers will, under all the circumstances, pardon a little personal note. I must for the time being say *au revoir* to them, since I have been honoured with a commission in the R.N.V.R., and am proceeding immediately to the Continent on a service which, I suppose, in these days of the Censorship, I must describe as simply being of a special nature. In the meantime, this column will not disappear, arrangements having been made to carry on during my absence. It is always hard to say good-bye, even though one's hopes centre on a speedy return to old scenes, but there have been many "good-byes" said lately, and thus I will simply content myself with saying: Reader, good luck go with you, and may we all meet again in happier times! W. WHITTALL.

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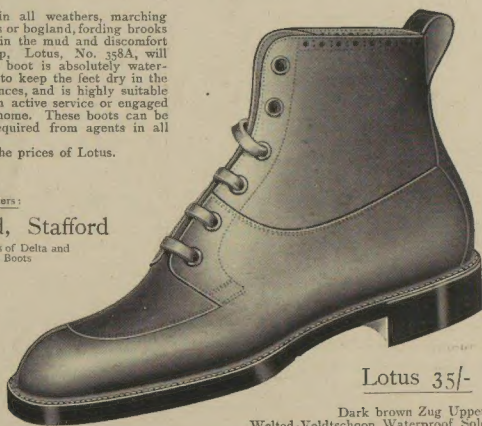
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WILLS AND BEQUESTS.

THE will of **CHARLOTTE, BARONESS DORCHESTER**, of 42, Berkeley Square, who died on June 11, is proved by the Hon. Dudley Massey Pigott-Carleton and the Hon. George Charles Colville, the value of the property being £23,223 19s. 9d. To H.M. King George she gave the portrait of Lord Byron by Saunders, and a bust by Thorwaldsen, and "I humbly request his most gracious acceptance of same." All her MSS., papers and letters referred to as the "Byron" papers, she left to Lord Rosebery, in full confidence that in dealing with them he will bear in mind her wishes as expressed in numerous conversations, but a codicil made shortly before her death reads: "I desire all Byron boxes and papers to be sent to care of John Murray, Esq., Albemarle Street, and not transferred to anyone else. Mr. Murray may deal with them as he thinks best, but subject to advice from Lord Rosebery, and if any difficulty arises, they are all to go to the British Museum." The other bequests include £200 and her diaries, correspondence and papers, known as the "Broughton" papers, to the Right Hon. Charles Edward Hobhouse; a pin to Lord Rosebery and the Earl of Munster; a bracelet to the Countess of Roden; a locket and chain to Mrs. Godfrey Baring; legacies to friends and servants; and the residue to the Hon. Dudley Massey Pigott-Carleton.

The will of **MR. JAMES GRIMBLE GROVES**, of Spring Bank, Pendleton, and Manghold, Isle of Man, M.P. for South Salford, 1900-1906, who died on June 23, is proved by the widow and two of the sons, the value of the estate amounting to £189,739. Testator gives £1000, the household effects, and one-half of the income from his residuary property to his wife; 500 shares in Groves and Whitnall, brewers, to each of his children Leslie Gordon and Eileen Norah; £1000 each to the Salford Royal Hospital, the Pendlebury Hospital for Children and the Altrincham Provident Hospital and Dispensary; a few small bequests and everything else he may die possessed of to his children.

The will of **MRS. RODIE STEPHENS BONYNGE**, of 42, Prince's Gate, who died on June 29, is proved by William Henry Sidebotham, the value of the estate being £53,281 1s. 4d., the whole of which is to be held on various trusts for her daughters Viscountess Deerpurth and Dame Louise Selina Maxwell.

The will of **MISS ELIZABETH MARY HARDY**, of 4, Pembroke Place, S.W., who died on July 27, is proved by Thomas MacDonald Gray and Richard Pulsford Hart, the value of the property being £47,885. Testatrix gives to the Mission of Hope to the Suffering Poor, £600; to the London Homeopathic Hospital, £600; to Thomas MacDonald Gray, £8000 and her residence and furniture; £3000 to Mary Carter; £300 each to the executors; other legacies, and the residue as to one-half to Mary Carter, and one-half to Henry Moore Turner and Mary Turner.

The following important wills have been proved—
Mr. Richard Burman, Holly Wood, King's Norton £92,960
Mr. Robert Bewick Longridge, Yew Tree, Tabley, Chester £89,960
Mr. William Blankley Thorpe, Lenton House, Nottingham £76,417
Mr. Joseph Forster Wilson, Pangbourne, West Hartlepool £56,516
Mrs. Jane Foster, Homewood, Chislehurst £28,852

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

G P D (Damasus).—We will carefully consider your problem and judge it on its merits. Solution acknowledged in usual place.

HON SEC (Imperial Chess Club).—We exceedingly regret that, owing to the holidays your letter was not dealt with at the proper time; but we shall be glad to notice any meetings you may contemplate holding.

CHARLES WILKING (Philadelphia).—Thanks for letter, particularly the enclosures, which we hope to find very acceptable.

CAPTAIN J ARMSTRONG CHALLICE (Great Yarmouth).—Your figures are bewildering in their magnitude; it almost wants an astronomer to grasp them.

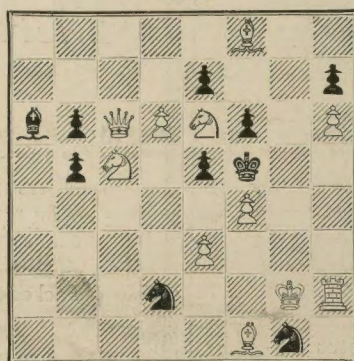
M F J MANN (Guernsey).—If your problem stands examination it is a very good one, and we shall publish it with pleasure.

ADOLPH MARKOVITZ (Chicago) and WILLIAM REILLY (Old Trafford).—Thanks for your problems, which shall be examined and reported upon in due course.

CORRECT SOLUTION OF PROBLEM No. 3659 received from **G P D (Damasus)**; of Nos. 3662 and 3663 from **C A M (Penang)**; of No. 3665 from **Ethel W. Corbett (Portland, U.S.A.)**; of No. 3666 from **J B Camara**; of No. 3667 from **J Cifuentes (Trubia, Spain)**; of No. 3668 from **Jacob Verrall (Rodenell) W Dettlof Tjassens (Apeldoorn, Holland)** **J Cifuentes** and **W Lillie (Marple)**; of No. 3669 from **F J Overton (Sutton Coldfield)** **Julia Short (Exeter)** **Blair H Cochrane (Harting)** **Captain J A Challice (Great Yarmouth)** **F W Young (Shaftesbury)** **Jacob Verrall (Rodenell)** **Frank Saunders (Manchester)** and **A W Hamilton-Gell (Exeter)**.

CORRECT SOLUTIONS OF PROBLEM No. 3670 received from **H S Brandreth (Sea View)** **B Collins (Brixton)** **R Worters (Canterbury)** **A H Arthur (Bath)** **Rev. J Christie (Redditch)** **J Fowler A W Hamilton-Gell (Exeter)** and **H Grasett Baldwin**.

PROBLEM No. 3672.—By **THOS. M. EGLINGTON.**



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3669.—By **E. J. POLGLASE.**

WHITE

1. P to B 4th
2. Mates accordingly.

BLACK

Any move.

CHESS IN ENGLAND.

Game played in the Major Open Tournament of the British Chess Federation at Chester, between Messrs. G. SHORLES and B. GOULDING-BROWN.

(Centre Counter.)

WHITE (Mr. S.) **BLACK (Mr. B.)**

1. P to K 4th P to Q 4th
2. P takes P Kt to K B 3rd
3. P to Q 4th Q takes P
4. Kt to Q B 3rd Q to Q R 4th
5. B to Q 2nd Q to Kt 3rd

The opening is not admired by analysts, especially as at best it has so little benefit for Black in subsequent play.

6. Kt to B 3rd B to Kt 5th
7. B to K 2nd P to B 3rd
8. Castles

Tempting Black with a choice of two Pawns. It will be seen the lure could not be resisted.

8. B takes Kt
9. B takes B Q takes Q P
10. Q to K and P to K 3rd
11. Q R to Q sq B to K and

WHITE (Mr. S.) **BLACK (Mr. B.)**
12. B to K R 6th Q to Kt 3rd
13. B takes P R to Kt 3rd
14. B takes Kt B takes B
15. B to R 5th K to K 2nd
16. Kt to K 4th R to Kt and
17. K R to B 3rd Q to B 2nd
18. Q to B 3rd

Holding his opponent in an iron grip from which there is no escape.

18. B takes P
19. P to B 3rd Q to K 4th
20. R to Kt sq P to K B 4th
21. Kt to Kt 3rd Q takes P
22. Kt takes R (ch) K to B 3rd
23. Kt takes R (ch) Q takes Q
24. Kt to K 8 (ch) K to K 2
25. P takes Q Resigns.

It is a little bold of any player to offer White the odds of both Queen's Knight and Queen's Rook.

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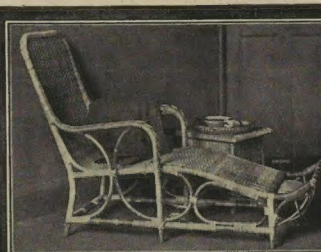
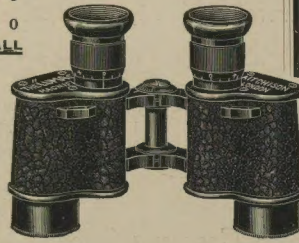
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